

Part B – Please use a separate sheet for each representation

Name or Organisation:

3. To which part of the Local Plan does this representation relate?

Paragraph Policy **Core Policy CP2** Policies Map **SDL-CAM01**

4. Do you consider the Local Plan is:

4.(1) Legally compliant	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
4.(2) Sound	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
4 (3) Complies with the Duty to co-operate	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>

Please tick as appropriate

5. Please give details of why you consider the Local Plan is not legally compliant or is unsound or fails to comply with the duty to co-operate. Please be as precise as possible.

If you wish to support the legal compliance or soundness of the Local Plan or its compliance with the duty to co-operate, please also use this box to set out your comments.

Hallam Land Management (HLM) consider Core Policy CP2 to be unsound as currently drafted because it does not accurately reflect the situation on the ground at Cam and Dursley. The Development Limits proposed by Core Policy CP2 do not reflect the built development, existing and under construction, nor do they reflect the decisions made by the Council – specifically the resolution to grant at land adjacent to Cam and Dursley Railway Station, Box Road and permission granted at Land northwest of Box Road Cam as well as other developments.

As outlined above, SDC granted a resolution to grant subject to a Section 106 agreement on land adjacent to Cam and Dursley Railway Station, Box Road on 30th March 2021 (the Committee Report is attached as Appendix 1 to the supplementary information/sheets

attached, Ref S/18/2697/OUT). This site and a number adjacent to it have been considered as sustainable development opportunities. Indeed officers concluded in their consideration of this site and other adjacent sites in the report to the Development Control Committee 30 March 2021 as follows:

“It is acknowledged that a number of developments in the near vicinity have received planning permission and commenced/completed development in recent years that have lied outside of both a strategic site allocation and the settlement limits. These such applications, although outside the designated settlement boundary limits, are considered to be sustainable in their location to support new residential development. It is also considered that owing to the quantum of new and planned development in the immediate area, there will not be an unacceptable level of encroachment into the open countryside”.

Please see further representations on this point in the attached supporting letter and appendix)

(Continue on a separate sheet /expand box if necessary)

6. Please set out the modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters you have identified at 5 above. (Please note that non-compliance with the duty to co-operate is incapable of modification at examination). You will need to say why each modification will make the Local Plan legally compliant or sound. It will be helpful if you are able to put forward your suggested revised wording of any policy or text. Please be as precise as possible.

HLM are of the view the Council should consider revising the existing settlement development limit boundaries, as shown in Appendix A, to accurately reflect the situation on the ground - the Land northwest of Box Road Cam permission, resolution to grant on land adjacent to Cam and Dursley Railway Station, Box Road as well as existing built development.

HLM strongly recommend the changes are made prior to the submission of the Plan to the Inspector to ensure the Plan reflects the most up-to-date position in the District and better align Core Policy CP2 with the overarching objectives of the Draft Plan to meet future growth at the main towns of Cam and Dursley, Stonehouse and Stroud where there is best access to services, facilities, jobs, and infrastructure.

(Continue on a separate sheet /expand box if necessary)

Please note In your representation you should provide succinctly all the evidence and supporting information necessary to support your representation and your suggested modification(s). You should not assume that you will have a further opportunity to make submissions.

After this stage, further submissions may only be made if invited by the Inspector, based on the matters and issues he or she identifies for examination.

7. If your representation is seeking a modification to the plan, do you consider it necessary to participate in examination hearing session(s)?

No, I do not wish to participate in hearing session(s)

Yes, I wish to participate in hearing session(s)

Please note that while this will provide an initial indication of your wish to participate in hearing session(s), you may be asked at a later point to confirm your request to participate.

8. If you wish to participate in the hearing session(s), please outline why you consider this to be necessary:

N/A

Please note the Inspector will determine the most appropriate procedure to adopt to hear those who have indicated that they wish to participate in hearing session(s). You may be asked to confirm your wish to participate when the Inspector has identified the matters and issues for examination.

9. Signature:



Date:

21/07/2021

Local Plan Review
The Planning Strategy Team
Stroud District Council
Ebley Mill
Stroud
GL5 4UB

SUBMITTED VIA EMAIL ONLY

21st July 2021

Our ref:
[REDACTED]

Dear Sir/Madam,

STROUD DISTRICT COUNCIL LOCAL PLAN REVIEW: Pre-submission Draft Plan Regulation 19 Consultation Representation

This representation is submitted on behalf of Hallam Land Management (HLM) by David Lock Associates.

At the outset we wish to commend the Council on continuing to progress the Local Plan review throughout the Covid-19 pandemic and restrictions imposed. HLM have engaged in the Local Plan review process throughout, most recently making representations to the Additional Housing Consultation (December 2020) and Draft Plan consultation (January 2020).

As previously highlighted HLM have an active interest in the evolution of the Local Plan and have a substantial track record in bringing forward land for high quality and sustainable developments.

Land Adjacent to Cam and Dursley Station

HLM have specific interest in land adjacent to Cam and Dursley Railway Station, Box Road, located within a proposed strategic location for growth in the Draft Plan. HLM submitted an application for outline planning permission for up to 42 dwellings, validated by Stroud District Council (SDC) in December 2018 (reference 18/2697/OUT). SDC granted a resolution to grant subject to a Section 106 agreement on 30th March 2021. Section 106 discussions and drafting have begun .

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Core Policy CP2 – Strategic growth and development locations

It is noted that there is a need to deliver at least 12,600 additional dwellings to meet the needs of the District for the period 2020-2040. HLM do not dispute the quantum of growth proposed.

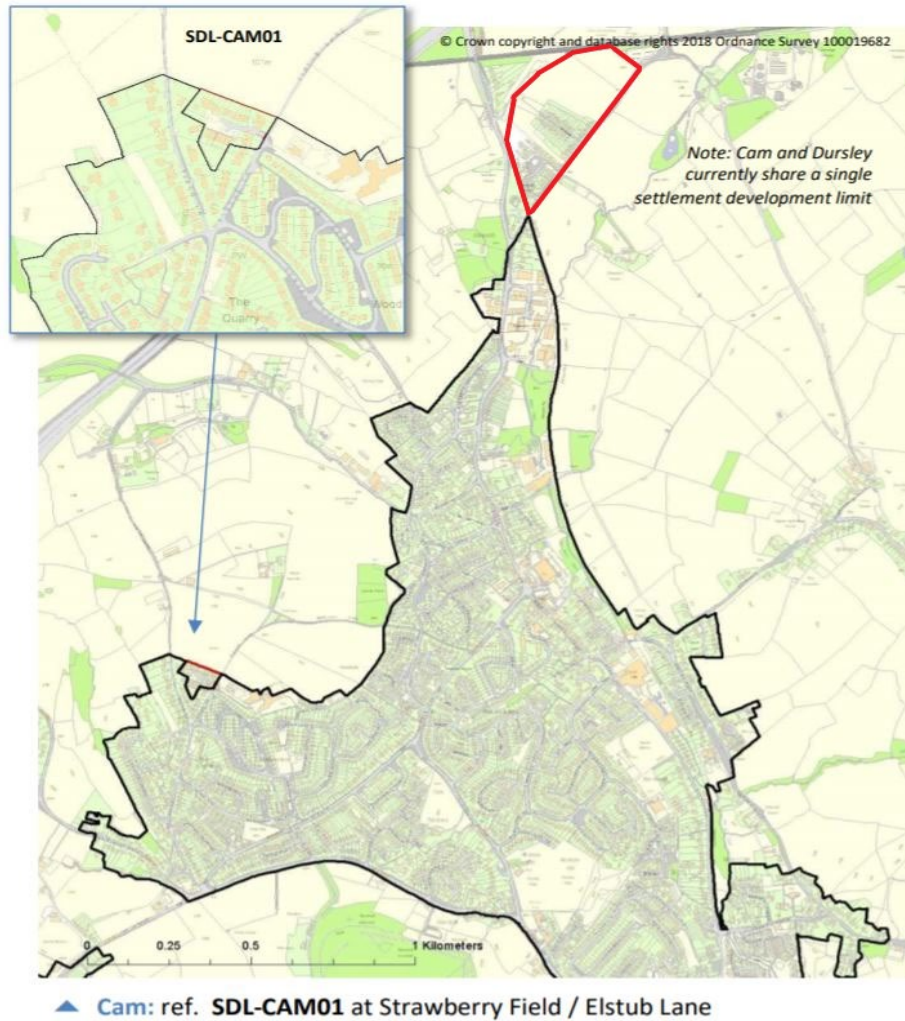
Notwithstanding this, HLM are of the view that the Council should adopt a broad and flexible range of housing sites within Core Policy CP2 to meet the Government's ambition of significantly boost the supply of homes in the country to meet housing needs and achieve the Plan's vision of a high-quality of life within healthy, vibrant, and diverse communities.

As outlined above, SDC granted a resolution to grant subject to a Section 106 agreement on land adjacent to Cam and Dursley Railway Station, Box Road on 30th March 2021 (the Committee Report is attached as Appendix 1, Ref S/18/2697/OUT). This site and a number adjacent to it have been considered as sustainable development opportunities. Indeed officers concluded in their consideration of this site and other adjacent sites as follows:

"It is acknowledged that a number of developments in the near vicinity have received planning permission and commenced/completed development in recent years that have lied outside of both a strategic site allocation and the settlement limits. These such applications, although outside the designated settlement boundary limits, are considered to be sustainable in their location to support new residential development. It is also considered that owing to the quantum of new and planned development in the immediate area, there will not be an unacceptable level of encroachment into the open countryside".

For instance, Land northwest of Box Road Cam – located immediately adjacent to HLM's interests – was granted outline permission for up to 90 residential dwellings in December 2018 (S/17/1366/OUT) and has been relied upon within the Councils Five Year Housing Supply for the past two publications (August 2019 and April 2020). It is under construction. Therefore, it is unclear why these sites have not been identified within Core Policy CP2 and reflected in the proposed Settlement Boundaries.

HLM is of the view the Council should consider revising the existing settlement development limit boundaries, as shown in Appendix A, to accurately reflect the situation on the ground - the Land northwest of Box Road Cam permission, resolution to grant on land adjacent to Cam and Dursley Railway Station, Box Road as well as existing built development. To illustrate this, we have marked up the relevant extract of Appendix A below.



Should the Council not decide to revise the settlement boundaries HLM are of the view that the Council could alternatively consider providing additional guidance regarding the exceptional circumstances for development adjacent to settlement development limits.

HLM strongly recommend the changes are made prior to the submission of the Plan to the Inspector to ensure the Plan reflects the most up-to-date position in the District and better align Core Policy CP2 with the overarching objectives of the Draft Plan to meet future growth at the main towns of Cam and Dursley, Stonehouse and Stroud where there is best access to services, facilities, jobs, and infrastructure.

Core Policy CP3 – Settlement Hierarchy

HLM wish to reiterate their comments made on the Draft Plan consultation (January 2020) in relation to Core Policy CP3. HLM support the proposed hierarchy for growth and development across the District's settlements, including the designation of Cam and Dursley, Stonehouse and Stroud as 'Tier 1 – Main Settlements' and therefore the primary focus for growth and development.

It is noted that Core Policy CP3 states that development will be achieved through strategic allocations, development within settlement development limits, town centres and employment sites and (Exceptionally) adjacent to settlement development limits, subject to fulfilling the criteria set out in the Plan's Core and Delivery Policies. However, as outlined above in relation to Core Policy CP2, HLM consider the settlement development limit in relation to Cam and Dursley should be reassessed in order to better reflect not only the Council's intention that this is a location for strategic housing growth (as indicated on Map 3 Development Strategy, and

Map 4 Spatial Vision), but to also reflect the permissions granted and built development, both existing and under construction.

Cam & Dursley Development Strategy (Pg. 117)

As set out above, the designation of Cam as a 'Tier 1 settlement' and therefore a primary focus for growth and development is strongly supported. However, it is considered that there are additional sites beyond PS21, PS24, and PS25 that should be identified within the Cam and Dursley cluster area to better support the overarching objectives of the draft plan and reflect the most up-to-date position in the District as highlighted above.

In particular, Land Adjacent to Cam and Dursley Station which benefits from a resolution to grant subject to a Section 106 agreement is considered by the Council to be a sustainable, deliverable, and suitable site for development that should be included within the Cam and Dursley cluster area.

oOo

We trust these comments are helpful and should you have any questions, or require any additional information at this stage, please do not hesitate to contact myself or my colleague Matthew Hewitt (MHewitt@davidlock.com).

Yours faithfully,


CHAIRMAN

Email: 

cc: Hallam Land Management Ltd

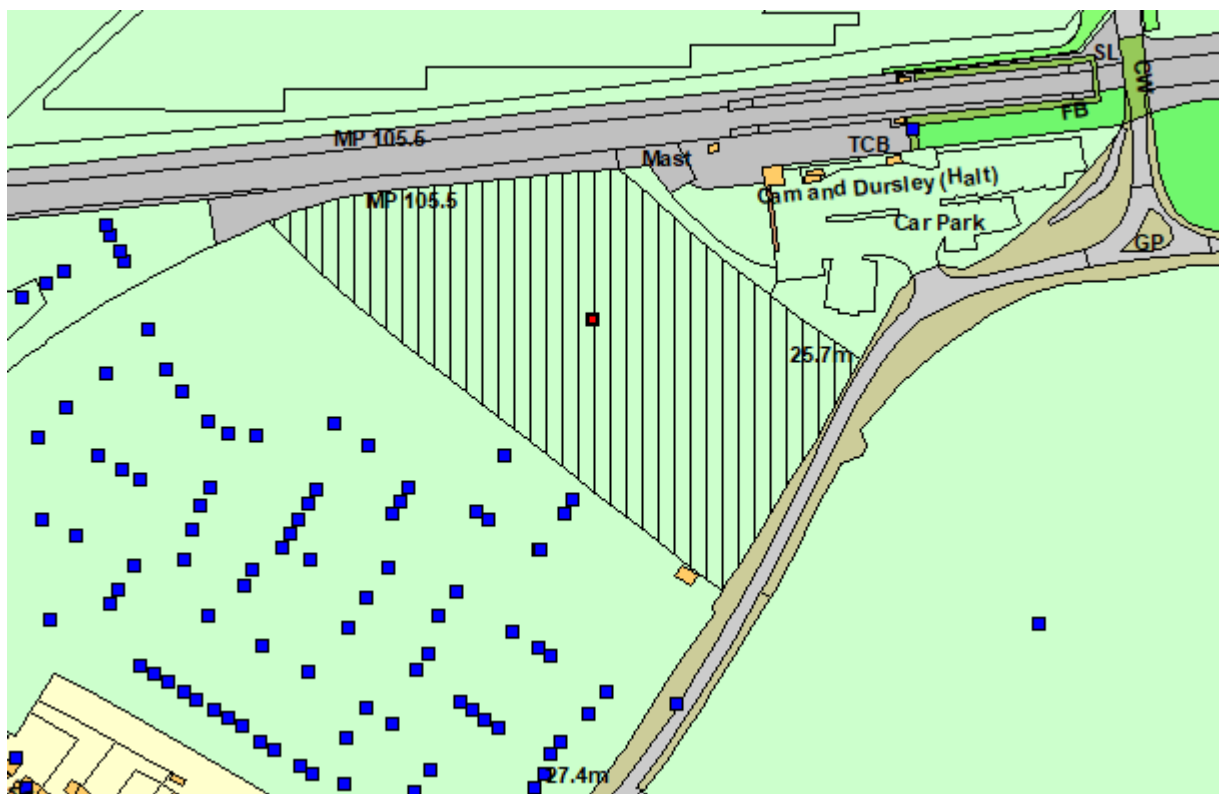
APPENDIX 1

DEVELOPMENT CONTROL COMMITTEE 30 MARCH 2021



Development Control Committee Schedule 30/03/2021

Item No:	02
Application No.	S.18/2697/OUT
Site Address	Land South Of Railway Line, Box Road, Cam, Gloucestershire
Town/Parish	Cam Parish Council
Grid Reference	375169,202088
Application Type	Outline Planning Application
Proposal	Outline Planning Permission, with all matters reserved except means of access, for; up to 42 residential dwellings; open space and landscaping; roads, parking and new access off Box Road; SuDS; and associated ancillary and infrastructure works.
Recommendation	Resolve to Grant Permission subject to a S106 agreement
Call in Request	





Development Control Committee Schedule 30/03/2021

Applicant's Details	Hallam Land Management Ltd C/o David Lock Associates, 50 North Thirteenth Street, Central Milton Keynes, Milton Keynes, MK9 3BP
Agent's Details	David Lock Associates 50 North Thirteenth Street, Central Milton Keynes, Milton Keynes, MK9 3BP,
Case Officer	██████████
Application Validated	21.12.2018
	CONSULTEES
Comments Received	Flood Resilience Land Drainage Environmental Health (E) Housing Strategy and Community Infrastructure Office of Rail Regulation Archaeology Dept (E) Severn Trent Water Ltd (E) Network Rail(E) Contaminated Land Officer (E) Public Rights Of Way Officer Strategic Planning Flood Resilience Land Drainage
Constraints	Consult area Neighbourhood Plan Cam Parish Council Railway land with 10m buffer SAC SPA 7700m buffer
	OFFICER'S REPORT

MAIN ISSUES

- Principle of development
- Design and appearance
- Residential Amenity
- Highways
- Landscape impact
- Contaminated land
- Public open space
- Affordable Housing
- Ecology
- Flood risk
- Archaeology and Heritage Assets
- Noise
- Obligations



Development Control Committee Schedule 30/03/2021

DESCRIPTION OF SITE

The application site is rectangular in shape and largely flat, located to the north west of Box Road and comprises of a single agricultural field. The site is enclosed by mature hedgerows.

To the north of the site is the Coaley Junction site, to the north east is Cam & Dursley Railway Station beyond. To the south west are the residential properties of Box Road Avenue and Box Road itself forms the south east boundary.

PROPOSAL

Outline planning permission is sought for up to 42 dwellings (including 30% affordable housing), access onto Box Road and the provision of car park for users of Cam & Dursley Railway Station.

All other matters are reserved for future consideration.

REVISED DETAILS

The application has been revised throughout the application to include the additional car parking facility for users of the adjacent train station.

REPRESENTATIONS

Statutory Consultees:

Cam Parish Council – No response received

Severn Trent Water – No objection subject to conditions

Senior Contaminated Land Officer – Recommends full contaminated land condition

Senior Conservation Officer – The application would cause no harm would be done to the special interest of the heritage asset through the proposed development in its setting

Senior Biodiversity Officer – To be reported.

EHO – No objection subject to conditions.

County Archaeologist – No further archaeological investigation or recording should be undertaken in connection to the scheme.

GCC as LLFA – no objection subject to conditions

Network Rail – No objection subject to conditions

Highways – No objection subject to conditions

Public Right of Way – No observations



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Public: Numerous letters of objection and comments are summarised as follows:

- * The site is outside the settlement boundary;
- * The area will become saturated – already had fair share of new housing;
- * The road is struggling already;
- * Greenfield site should not be built on;
- * Huge traffic issues – more congestion will result;
- * Lack of infrastructure – schools etc.
- * Wildlife will be lost;
- * The site floods;
- * Loss of prime agricultural land;
- * This is a green belt area;
- * Box Road junction should have roundabout or lights

NATIONAL AND LOCAL PLANNING POLICIES

National Planning Policy Framework.

Available to view at:

<http://www.communities.gov.uk/documents/planningandbuilding/pdf/2116950.pdf>

Planning (Listed Buildings and Conservation Areas) Act 1990 Section 66(1).

Stroud District Local Plan.

Policies together with the preamble text and associated supplementary planning documents are available to view on the Councils website:

https://www.stroud.gov.uk/media/1455/stroud-district-local-plan_november-2015_low-res_for-web.pdf

Local Plan policies considered for this application include:

CP1 – Presumption in favour of sustainable development.

CP2 – Strategic growth and development locations.

CP3 – Settlement Hierarchy.

CP4 – Place Making.

CP5 – Environmental development principles for strategic growth.

CP6 – Infrastructure and developer contributions.

CP7 – Lifetime communities.

CP8 – New housing development.

CP9 – Affordable housing.

CP13 – Demand management and sustainable travel measures.

CP14 – High quality sustainable development.

EI12 – Promoting transport choice and accessibility.

ES1 – Sustainable construction and design.

ES2 – Renewable or low carbon energy generation.

ES3 – Maintaining quality of life within our environmental limits.

ES4 – Water resources, quality and flood risk.

ES6 – Providing for biodiversity and geodiversity.

ES7 – Landscape character.

ES8 – Trees, hedgerows and woodlands.

ES10 – Valuing our historic environment and assets.

ES14 – Provision of semi-natural and natural green space with new residential development.

ES15 – Provision of outdoor play space.



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The proposal should also be considered against the guidance laid out in:
Residential Design Guide SPG (2000)
Stroud District Landscape Assessment SPG (2000)
Planning Obligations SPD (2017)

On 4th June 2020, Stroud District Council's Environment Committee decided that the Cam Neighbourhood Plan, once modified in accordance with the Examiner's Report recommendations, should proceed to a referendum.

In line with the revised Neighbourhood Planning guidance in response to the COVID-19 pandemic, the NDP carries significant weight in the decision making process.

The application has a number of considerations which both cover the principle of development and the details of the proposed scheme which will be considered in turn below:

PRINCIPLE OF DEVELOPMENT

The Local Plan has been adopted and full weight should be given to its contents, in accordance with paragraphs 12 and 15 of the NPPF. There is a presumption in favour of sustainable development as applied locally through the policies contained within the Local Plan. Consequently, decision makers should approve proposals that accord with the Local Plan without delay, but should refuse proposed development that conflicts with the Local Plan, unless material considerations indicate otherwise.

The proposal is for the development of land outside settlement development limits but adjacent to the first tier settlement of Cam. Major policy issues relate to the principle of development in this location and the relationship with other adjacent land.

The housing requirement set out in the Local Plan is for the delivery of at least 11,400 new homes during the Plan period (2006-2031). Current monitoring data demonstrates that the minimum requirement will be exceeded, with a mix of greenfield and brownfield land allocations, commitments and windfalls delivering this requirement, including headroom to provide flexibility. The Council can also demonstrate more than a 5 years supply of housing.

In terms of affordable housing, the District Council has an agreed housing strategy and house building programme to deliver a significant number of affordable homes, in excess of the numbers that could be achieved simply through policy compliant market housing sites. The Council can therefore demonstrate that the Local Plan will meet all housing supply requirements and therefore that policies in the Local Plan are up-to-date.

The site is located outside settlement limits and as such development of this land is contrary to policies CP2 and CP3 of the Local Plan.

Proposed development beyond settlement development limits is subject to Core Policy CP15. The development proposed does not satisfy any of the principles or criteria and is therefore contrary to Core Policy CP15.



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It is acknowledged that a number of developments in the near vicinity have received planning permission and commenced/completed development in recent years that have lied outside of both a strategic site allocation and the settlement limits. These such applications, although outside the designated settlement boundary limits, are considered to be sustainable in their location to support new residential development. It is also considered that owing to the quantum of new and planned development in the immediate area, there will not be an unacceptable level of encroachment into the open countryside.

Given this, the established sustainability credentials of the location need to be considered alongside any benefits associated with the proposal and the planning balance weighed accordingly.

DESIGN AND APPEARANCE

With the exception of the site access, open space, landscaping and roads/parking, all other details of appearance are reserved for future consideration. Notwithstanding this the illustrative development framework plan demonstrates that up to 42 dwellings could be accommodated on the site comfortably, of a design and size to reflect the local vernacular.

Public open space is shown on the proposed development framework in two key locations within the site, both located along the northern boundary. 0.23ha of public open space is proposed within the site which is considered to be sufficient for a development of this size. Further details of the public open space, including treatments and finishes will be required under the detailed reserved matters application.

The plan similarly shows an indicative landscape buffer along the boundary of the site to be retained/enhanced. Further details of both hard and soft landscaping will be required under the detailed reserved matters application and it will be ensured that sufficient landscaping will be achieved at this point in time.

The proposed development framework plan indicated the access point to the centre of the site, with an overflow carpark for the adjacent railway station (providing up to 19 parking spaces, to include 2 electrical charging points) located to the right on entry to the site. The location of both the access and car park facility are considered acceptable to the Local Planning Authority (LPA).

RESIDENTIAL AMENITY

The proposed illustrative master plan indicates that there would be sufficient room to allow minimum distances between existing and proposed dwellings to ensure privacy and amenity are respected.

The public open space areas are as aforementioned to be located nearest the railway line to the northern boundary of the site. It is considered that this separation between the railway line and the proposed residential dwellings will be sufficient enough to ensure high levels of residential amenity and reduce noise impacts as a result of train movements. The details of the layout will be assessed at the reserved matters stage.



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HIGHWAYS

Along with the principle of the development, the site access is the only matter considered as part of this application. The application also includes outline provision for additional train station parking within the site boundary to alleviate the impact of the scheme on the existing parking demand generated by the station.

It is noted there have been a number of objections regarding traffic generation and impact on the local highway network and junctions related highway safety impact and site scale and parking. The traffic impact of the proposed dwellings has been extensively considered and accepted following revised assessments of the combined future years junction impact of the site including surrounding committed developments.

The site is within 250m walking distance of Cam and Dursley railways station providing regular connections to Bristol and Gloucester with regular bus services from the station into Cam and Dursley and surrounding settlements.

The site is also noted to be within reasonable cycle distance to the local shops and amenities in Cam and Dursley. The Greenway will also provide improved connectivity for cyclists and pedestrians once it reaches the station.

Box Road is a class 3 highway subject to a 30mph speed limit with street lighting and a varying width footway along the site frontage side of the road to the railway station and on the opposite side of the road to the southwest towards Cam. The use of sustainable travel options by foot, cycle and public transport will be sought to be promoted with a conditioned travel plan to include achievable but stretching targets to reduce estimated single occupancy vehicle trips and increase sustainable mode share via different measures and local improvements.

It is noted that a significant number of comments and discussions surrounding the application have been concerned with parked cars along Box Road from users using the railway station for commuting. Negotiation between the LPA and the planning agent for the site has occurred and as a result, the developer has agreed to provide an area within the site for car-parking for railway users. 19 vehicular spaces will be provided through a S106 agreement, in addition to the 42 space car park agreed under application ref: S.17/1366/OUT of the site immediately adjacent.

The addition of two new car parks, totalling 61 more spaces to be used by railway users is a significant benefit to the area, and is anticipated to help alleviate the loss of parking along box road and the additional vehicle movement generated by the proposal.

After consideration of the submitted information, GCC Highways are content that the proposed development would not cause a significant negative impact on the existing highway network. As such, no objection on highway grounds has been raised and a number of standard highway conditions have been requested to be placed on any formal permission.



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LANDSCAPE IMPACT

The application site is not the subject of any landscape designations and is located outside the Cotswolds AONB. The site and its immediate surroundings, contain no interesting or unusual features.

The proposal will result in a permanent change to the character of the application site however it is located alongside Box Road Avenue, close to extensive new housing development and adjacent to a major housing allocation which is in the process of being built-out. It is proposed to retain and enhance the boundary hedgerows and trees. Consequently, proposal would moderately effect on the local landscape character but would not have a significant impact on the wider landscape setting of Cam or the surrounding countryside.

AFFORDABLE HOUSING

Policy CP9 of the SDLP requires 30% affordable housing with the units at a tenure mix basis of 50% rented and 50% intermediate affordable housing. The proposal makes provision for 30% on-site affordable housing in accordance with this policy. Tenure mix would be secured via a Section 106 legal agreement.

ECOLOGY

The site is within 7.7km zone where development has potential to result in increased recreational impacts to the Severn Estuary SPA, SAC & Ramsar site. In such locations the Stroud District Council Mitigation Strategy for the Severn Estuary requires all new housing developments to contribute £385 per dwelling towards mitigation projects or provide a bespoke mitigation strategy. In this instance, the applicant has agreed to pay the relevant contributions. This would be secured via a section 106 agreement.

FLOOD RISK

It is noted that a significant number of objections relate to flooding issues of the site and standing water that occurs after periods of significant rainfall. The site lies within Environment Agency Flood Zone 1 (i.e. land being assessed as having a less than 1 in 1000 annual probability or <0.1% chance of flooding) and as such, no objection to the application has been received by the Environment Agency on this ground.

GCC as Local Lead Flood Authority are the statutory consultee concerned with drainage issues at this level. Whilst initial drainage proposals were considered unsatisfactory by the LLFA, after significant and lengthy revisions, the proposal is now sufficient for the LLFA to remove their objection and support the scheme subject to conditions. Full detailed design and future management details can be required via condition.

FOUL DRAINAGE

A Foul Drainage Analysis document has been submitted that demonstrates how the proposed development can be drained by discharging foul water flows to the public sewerage network. The assessment carried out by Severn Trent Water confirms that this development will not cause any detriment to existing levels of performance in the receiving sewerage and sewage treatment systems. Matters relating to foul drainage have been properly assessed and are comprehensively addressed in other primary legislation, meaning there is no impact which would make the development unacceptable in planning terms.



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ARCHAEOLOGY & HERITAGE ASSETS

The application site is adjacent to the site of the former Coaley Junction railway station and its associated railway line. The station closed in 1968 and the branch line became a private siding. The station buildings have since been demolished but the former goods shed survives and this is grade II listed. The goods shed is an important survivor relating to the historic social and industrial history of the locality. Furthermore, it is a local landmark building and can be seen in its isolation from viewpoints along Box Road.

As an important historic building, and an important building within the landscape, it is essential that the historic setting of the goods shed is preserved. Whilst this does not preclude any development in the adjacent field, any new development needs to be carefully considered in order to have a minimal impact on the setting of the listed building. New development should allow for the open setting of the goods shed to be maintained and preferably enable long range views and an appreciation of the inherent character and appearance of the historic asset.

Whilst the goods shed originally had development in its proximity, this was in the form of other railway paraphernalia including the station and track. Residential development would be at odds with this and therefore new development here needs to respect the context of the goods shed and its historic environment.

It is considered that this proposal, with attention to detail, could be in accordance with Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act that requires the decision-maker to have special regard to and desirability of preserving the building or its setting or any features of special architectural or historic interest it possesses.

With regard to archaeology, an archaeological evaluation was undertaken that resulted in a negative evaluation with no significant archaeological remains observed during the investigation. On this basis the County Archaeologist concludes that the application site is unlikely to contain any significant archaeological remains and that no further archaeological investigation or recording is required.

OBLIGATIONS

The proposed scheme seeks to provide the following which will be secured via a S106 legal agreement:

Affordable Housing – 30% (mixed tenure)

Provision of the surfaced and fenced car park for railway users.

£385 per dwelling contribution towards the SDC River Severn Estuary SAC/SPA/Ramsar avoidance and mitigation strategy.

Provision and management of open space.

Contribution towards library/education provision.

The scheme is also likely to be Community Infrastructure Levy liable.



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PLANNING BALANCE & CONCLUSION

In terms of identified harm, the submitted application material, assessments and reports, find no technical or environmental issues that would preclude development subject to planning conditions and obligations.

The main issue is the conflict with the adopted SDLP in respect of the site being located outside settlement limits and as such development of this land is contrary to policies CP2 and CP3 of the Local Plan. The development proposed does not satisfy any of the principles or criteria and is therefore contrary to Core Policy CP15.

In terms of benefits, it must be acknowledged that the site would deliver new market housing; provide a policy compliant level of affordable housing at 30%, offers additional parking provision for users of Cam & Dursley Railway Station and provide Education and ecological contributions to offset the impacts of the proposed scheme.

The site is located outside the defined settlement boundary for Cam where the proposed development is contrary to the SDLP, however, there are site specific circumstances and material considerations in this case that are considered to outweigh the conflict with the SDLP.

The application site is near The Halt development concluded to be a sustainable location by the Planning Inspector at appeal. The site is located alongside an existing residential development and directly opposite the North East Cam allocated site. Here the proposed development would neither materially impact the countryside nor have a material impact on the setting of Cam.

Whilst lack of harm is a neutral matter in considering the planning balance, this, in combination with the established sustainability credentials for the location and the social, economic and environmental benefits of the provision of affordable housing at policy compliant levels plus railway station parking to relieve pressure on the existing parking facilities are afforded substantial weight that justifies a departure from the SDLP in this instance.

Therefore, a **resolution to approve** outline planning permission subject to the conditions (including any ecological conditions updated in late pages) and completion of a s106 legal agreement is recommended.

HUMAN RIGHTS

In compiling this recommendation, we have given full consideration to all aspects of the Human Rights Act 1998 in relation to the applicant and/or the occupiers of any neighbouring or affected properties. In particular regard has been had to Article 8 of the ECHR (Right to Respect for private and family life) and the requirement to ensure that any interference with the right in this Article is both permissible and proportionate. On analysing the issues raised by the application no particular matters, other than those referred to in this report, warranted any different action to that recommended.



Development Control Committee Schedule 30/03/2021

Subject to the following conditions:

1. Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.

Reason:
To comply with the requirements of Section 92 of the Town and Country Planning Act 1990.
2. The development hereby permitted shall be begun either before the expiration of three years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

Reason:
To comply with the requirements of Section 92 of the Town and Country Planning Act 1990.
3. Before any development is commenced, approval shall be obtained from the Local Planning Authority in writing of the details of the appearance, landscaping, layout and scale; (hereinafter called "the reserved matters").

Reason:
To comply with the requirements of Section 92 of the Town and Country Planning Act 1990.
4. The development hereby permitted shall be carried out in all respects in strict accordance with the approved plans listed below:

Site Location Plan - HLM012-013
Existing Services Location Plan - 10531-SU-01
Proposed Access Priority Junction - SK001
Proposed Site Access Roundabout - SK002
Illustrative Surface Water - 10531-DR-01 E
Development Framework Plan - HLM012-012 REV E

Reason:
To ensure that the development is carried out in accordance with the approved plans and in the interests of good planning.
5. Notwithstanding the illustrative layout and details submitted with this application, the reserved matters required by condition 3 above shall include a schedule of the mix of type and size of market dwellings proposed within the development that aligns with and reflects the relevant figures and requirements of the Strategic Housing Market Assessment for the area.



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Reason:

To ensure that the housing mix of the proposed scheme has taken into account the identified District's housing needs in accordance with Policies CP7 and CP8 of the Stroud District Local Plan, adopted 2015.

6. No above ground work shall start on the construction of dwellings hereby approved until samples of the facing and roofing materials have been submitted to and approved by the Local Planning Authority. The submission of material samples shall include a series of sample panels constructed on site, composed of the major facing materials. The sample panel shall show the make, type, size, colour, bond, pointing, coursing, jointing, profile and texture of the external brick facing materials, as well as any joins or joint details for any cladding panels and render. All works shall be carried out in accordance with the approved details.

Reason:

To ensure a positive and well planned appearance to the development in accordance with Policy CP14 of the adopted Stroud District Local Plan, November 2015.

7. The development hereby permitted shall not be brought into use until details of a scheme of hard and soft landscaping for the site have been submitted to and approved by the Local Planning Authority. Where planting is to be proposed adjacent to the railway boundary, these shrubs should be positioned at a minimum distance greater than their predicted mature height from the boundary. Development shall then be carried out in strict accordance with the approved details.

All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first complete planting and seeding seasons following the occupation of the buildings, or the completion of the development to which it relates, whichever is the sooner. Any trees or plants which, within a period of five years from the completion of the development, die, or are removed, or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species.

Reason:

In the interests of the visual amenities of the area and to ensure the integrity and safety of the adjacent railway line.

8. The development hereby approved shall not be begun until details of boundary treatments, including fencing, retaining walls (where



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applicable), gates or other means of enclosure to be erected in or around the development are submitted to and approved by the Local Planning Authority. This must include details of a trespass proof fence adjacent to the network rail boundary and make provisions for its future maintenance and renewal without encroachment upon Network Rail's land. The development then take place in accordance with the approved details.

Reason:

To ensure the adjacent railway line is suitably protected from the development due to its close proximity to the Network Rail boundary, and to ensure the safe operation of the railway and/or the stability of the adjoining railway land in accordance with Policy CP13 of the adopted Stroud District Local Plan, November 2015.

9. The development including any clearance works hereby permitted shall not begin within 10 metre of the railway boundary until a detailed railway mitigation method statement has been submitted to and approved by the Local Planning Authority. The method statement shall include appropriate mitigation so that no debris or other materials including plant and scaffolding can fall onto Network Rail land, full details of excavations and earthworks to be carried out near the railway undertaker's boundary and details of any temporary compounds located adjacent to the operational railway. The development shall then be carried out strictly in accordance with the approved method statement.

For further technical input as to how to comply with this condition, please contact the Network Rail Asset Protection Engineer (AssetProtectionWestern@networkrail.co.uk).

Reason:

Due to its close proximity to the Network Rail boundary, an appropriate method of construction of the proposed development is required to safeguard the safe operation of the railway and/or the stability of the adjoining railway land in accordance with Policy CP13 of the adopted Stroud District Local Plan, November 2015.

10. The reserved matters shall include until details of a scheme for the provision of a refuse and recycling storage for the dwellings hereby approved. The approved scheme shall be implemented prior to the first occupation of the development hereby permitted and thereafter maintained for the life of the development.



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Reason:

In the interests of amenity and sustainability to ensure the effective implementation of waste minimisation in accordance with Policies CP8, CP14 and ES1 of the adopted Stroud District Local Plan, November 2015 and Core Policy WCS2 of the Gloucestershire Waste Core Strategy.

11. The development hereby permitted shall not commence until drainage plans for the disposal of foul water flows have been submitted to and approved by the Local Planning Authority. The development shall therefore be implemented in accordance with the approved details before the development is first brought into use.

Reason:

To ensure the development is provided with satisfactory means of drainage as well as to prevent or to avoid exacerbating any flooding issues and to minimise the risk of pollution.

12. No building works hereby approved shall be commenced until surface water drainage works have been implemented in accordance with the details submitted to and approved by the Local Planning Authority. The information submitted shall be in accordance with the principles set out in the approved drainage strategy. Before these details are submitted an assessment shall be carried out of the potential for disposing of surface water by means of sustainable urban drainage system (suds) in accordance with the principles set out in the SUDS manual (CIRCA c753, or any subsequent version), and the results of the assessment provided to the local planning authority. Where a sustainable drainage scheme is to be provided, the submitted details shall;
- i) Provide information on the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and measures taken to prevent pollution of the receiving ground waters and/or surface water;
 - ii) Include a timetable for its implementation;
 - iii) Provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime; and
 - iv) Ensure a minimum separation distance of 5m from adjacent railway boundary.

The approved management and maintenance plan shall be implemented in full in accordance with the approved details.

Reason:



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To ensure that the development is provided with a satisfactory means of drainage as well as to reduce the risk of creating or exacerbating a flooding problem and to minimise the risk of pollution for the lifetime of the development.

13. The development hereby permitted shall not begin until a scheme to deal with ground contamination, controlled waters and/or ground gas has been submitted to and approved by the Local Planning Authority. The scheme shall include all of the following measures, unless the Local Planning Authority dispenses with any such requirement specifically in writing:

1. A Phase I site investigation carried out by a competent person to include a desk study, site walkover, the production of a site conceptual model and a human health and environmental risk assessment, undertaken in accordance with BS 10175:2011 Investigation of Potentially Contaminated Sites – Code of Practice.

2. If identified as required by the above approved Phase 1 site investigation report, a Phase II intrusive investigation report detailing all investigative works and sampling on site, together with the results of the analysis, undertaken in accordance with BS 10175:2011 Investigation of Potentially Contaminated Sites – Code of Practice. Where required, the report shall include a detailed quantitative human health and environmental risk assessment.

3. If identified as required by the above approved Phase II intrusive investigation report, a remediation scheme detailing how the remediation will be undertaken, what methods will be used and what is to be achieved. A clear end-point of the remediation should be stated, such as site contaminant levels or a risk management action, as well as how this will be validated. Any ongoing monitoring should also be outlined. No deviation shall be made from this scheme without prior written approval from the Local Planning Authority.

No part of the development hereby permitted shall be occupied until:

4. Any previously unidentified contamination encountered during the works has been fully assessed and an appropriate remediation scheme submitted to and approved the Local Planning Authority.

5. A verification report detailing the remediation works undertaken and quality assurance certificates to show that the works have been carried out in full accordance with the approved methodology has been submitted to, and approved by, the Local Planning Authority. Details of any post-remedial sampling and analysis to show that the site has reached the required clean-up criteria shall be included, together with the necessary documentation detailing what waste materials have been removed from the site.



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For further details, as to how to comply with this condition, please contact [REDACTED]

Reason: To protect the health of future users of the site from any possible effects of contaminated land in accordance with the guidance within the NPPF, in particular, paragraph 120.

14. Prior to commencement of the development, a noise mitigation scheme shall be submitted to and approved by the Local Planning Authority. The scheme shall detail measures to ensure that the residential properties meet the following standards: -

- a) sound levels within habitable rooms during the hours of 07:00 - 23:00 shall not exceed 35 dB LAeq,16hour, with windows closed but alternative means of ventilation provided;
- b) sound levels within bedrooms during the hours of 23:00 - 07:00 shall not exceed 30 dB LAeq,8hour and 45 dB LAmax with windows closed but alternative means of ventilation provided; and
- c) sound levels within garden areas during the hours of 07:00 - 23:00 shall not exceed 55 dB LAeq,1hour.

Reason:

In the interests of the amenities of the occupiers of nearby residential properties in accordance with Policies ES3 and CP14 of the adopted Stroud District Local Plan, November 2015

15. No development shall take place until a Construction Method Statement has been submitted to and approved by the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall:

- i. The parking of vehicles of site operatives and visitors;
- ii. The unloading and loading of materials;
- iii. The storage of plant and materials used in constructing the development;
- iv. Wheel washing facilities;
- v. Measures to control the emission of dust and fine particulates during construction;
- vi. A scheme for recycling/disposing of waste resulting from demolition and construction works;
- vii. Details of the site access/routeing strategy/signage during the construction period
- viii. Details of how it is intended to utilise 'best practicable means' to minimise noise and vibration levels;
- ix. A commitment to prohibit bonfires on the site during the development;
- x. construction hours;



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xi. A scheme to demonstrate how it is intended to liaise with local residents during the construction process, including how complaints will be handled.

Reason:

To reduce the potential impact on the public highway and accommodate the efficient delivery of goods and supplies in accordance paragraph 35 of the National Planning Policy Framework and Policies CP14 (7) and ES3 (3) of the adopted Stroud District Local Plan (November 2015).

16. No works shall commence on site until the proposed access of Box Road has been provided in accordance with plan no. SK001P2, with the first 20m of the access road surfaced in a bound material and the existing roadside frontage boundaries have been set back to provide visibility splays extending from a point 2.4m back along the centre of the access measured from the public road carriageway edge (the X point) to a point on the nearer carriageway edge of the public road 54m distant in both directions (the Y points). The area between these splays and the carriageway shall be reduced in level and thereafter maintained so as to provide clear visibility between 1.05 and 2m at the X point and between 0.26m and 2m and the Y point above the adjacent carriageway level.

Reason:

To avoid an unacceptable impact on highway safety by ensuring that adequate visibility is provided and maintained to ensure that safe, suitable and secure means of access for all people that minimises the scope for conflict between traffic and cyclists and pedestrians is provided in accordance with paragraphs 108 and 110 of the NPPF.

17. Notwithstanding the submitted details as shown on plan SK_001 Rev P2, no works shall commence on site until details of a pedestrian crossing facilities at the junction with the site access and Box Road have been submitted and approved by the Local Planning Authority. The approved crossing facilities shall be completed in all respect prior to first use of the access.

Reason:

To avoid an unacceptable impact on highway safety by ensuring that adequate visibility is provided and maintained to ensure that safe, suitable and secure means of access for all people that minimises the scope for conflict between traffic and cyclists and pedestrians is provided in accordance with paragraphs 108 and 110 of the NPPF.

18. No dwelling on the development hereby approved shall be occupied until the carriageway(s) (including surface water drainage/disposal,



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vehicular turning head(s) and street lighting) providing access from the nearest public highway to that dwelling have been completed to at least binder course level and the footway(s) to surface course level.

Reason:

To minimise hazards and inconvenience for users of the development by ensuring that there is a safe, suitable and secure means of access for all people that minimises the conflict between traffic, pedestrians and cyclists in accordance with paragraphs 108 and 110 of the NPPF.

19. No above ground works shall commence on site until a scheme has been submitted to and approved by the Local Planning Authority, for the provision of fire hydrant (served by mains water) and no dwelling shall be occupied until the hydrant serving that property has been provided to the satisfaction of the Council.

Reason:

To ensure that adequate water infrastructure provision is made on site for the local fire service to access and tackle any property fire in accordance with paragraph 110 of the NPPF.

20. The details to be submitted for the approval of reserved matters shall include vehicular parking and turning facilities within the site, and the dwellings hereby permitted shall not be occupied until those facilities have been provided in accordance with the approved plans and shall be maintained available for those purposes for the duration of the development.

Reason:

To ensure that a safe, suitable and secure means of access for all people that minimises the conflict between traffic, cyclists and pedestrians is provided in accordance with the NPPF.

21. Prior to the occupation of the proposed development, details of the proposed arrangements for future management and maintenance of the proposed streets within the development shall be submitted to and approved by the Local Planning Authority. The streets shall thereafter be maintained in accordance with the details as approved under the management and maintenance detail until such time as either a dedication agreement has been entered into or a private management company has been established.

Reason:



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To ensure that a safe, suitable and secure means of access for all people that minimises the conflict between traffic, cyclists and pedestrians is provided in accordance with the NPPF and to establish and maintain a strong sense of place to create attractive and comfortable places to live, work and visit as required by paragraph 127 of the NPPF.

22. Prior to the occupation of the development hereby approved, the proposed car parking spaces shall be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

Reason:

To ensure that the development incorporates facilities for charging plug-in and ultra-low emission vehicles in accordance with paragraph 110 of the NPPF.

23. The development hereby approved shall not be occupied until details of secure and covered cycle storage facilities have been made in accordance with details to be submitted and approved by the Local Planning Authority.

Reason:

To give priority to cycle movements by ensuring that adequate cycle parking is provided, to promote cycle use and to ensure that the appropriate opportunities for sustainable transport modes have been taken up in accordance with paragraph 108 of the NPPF.